

## THE BATTLE OF THE TIRES

(Agricultural and Commercial Press Service)  
It is interesting to watch the forces of civilization battling for supremacy. The struggle now going on between the rubber and the iron tire promises to be the liveliest contest of the Twentieth Century.

The struggle is a silent one and there are no war correspondents to write vivid descriptions of the conflict but the results are more far-reaching to present and future generations than the war of Europe. The rubber tire has been maneuvering for point of attack for several years and has captured a few important positions in traffic, but it has now pitched a decisive battle with its iron competitor by hurling a million "jimmies" at the street railways and the battle is raging from ocean to ocean. Upon the result of the struggle depends the future of the rubber tire. If it is compelled to retreat, its doom is sealed, but if it wins the battle it will revolutionize the transportation methods of this nation.

If the rubber tire conquers the street traffic its next struggle is with the railroads of the country, and then the greatest battle between economic forces ever fought out on the face of this earth is on, for iron is the undisputed master in transportation, and is fortified behind billions of dollars, and millions of men.

Stephenson applied the steel tire to an iron rail in 1814, but it was 1889 before the golden spike was driven at Promontory Point, which bound the country together with bands of steel. It took the iron tire fifty-five years to creep from ocean to ocean, but the rubber tire while warm from the creative mind of the inventive genius sped across the continent like an arrow shot from the bow of Ulysses. The roadbed was already prepared and therein lies the power of the rubber tire over that of iron, for government builds and maintains the public highway.

But iron is a stubborn metal and it has mastered every wheel that turns; has fought battles with every element above and beneath the earth and has never tasted the wormwood of defeat, and when rubber huris its full force against this monarch of the Mineral Kingdom, it may rebound to the factory stunned beyond recovery.

The rubber tire first made its appearance on the bicycle, but it proved a frivolous servant and was dismissed for incompetency. It has always been too much inclined to revel in luxury to be taken seriously as a utility machine and its reputation is not one to inspire confidence in heavy traffic performance.

But to those who care to wait into dreamland, it is enchanting to note that there will be a marvelous difference between a rubber and an iron age. The rubber tire will scatter the cities throughout the valleys for with transportation at every man's door, why a city? It will traverse the continent with a net work of Macadam highways as beautiful as the boulevard built by Napoleon. It will paralyze the law making bodies of this nation for how could the legislatures run without the railroads to operate on?

## FEDERAL INDUSTRIAL COMMISSION

By Peter Radford.

The recent investigation of the United States Commission of Industrial Relations brought together the extremes of society and has given the public an opportunity to view the representatives of distinct classes, side by side, and to study their views in parallel columns.

Capital and labor have always been glaring at each other over gulfs of misunderstanding and if the Federal Industrial Commission attempts to bridge the chasm, it will render the public a distinct service.

The farmer has been sitting on the fence watching capital and labor fight for many years and incidentally furnishing the sinews of war and it is quite gratifying to find them talking with, instead of about, each other. When honest men smile and look into each other's souls, it always makes the world better and far more satisfactory to the farmer, who in the end, bears the burden of conflict, than resolutions, speeches or pamphlets containing charges and counter-charges.

The love for justice makes the whole world kin. Understanding is an arbiter far more powerful than the mandates of government, for there is no authority quite so commanding as an honest conscience; there is no decree quite so binding as that of the Supreme Court of Common Sense and no sheriff can keep the peace quite so perfect as Understanding.

We suppose the time will never come when capital and labor will not be occasionally blinded by the lightning flashes of avarice or frightened by the thunder peals of discontent. But Understanding is a Prince of Peace that ever holds out the olive branch to men who want to do right. A man's income is always a sacred thing for in it are the hope, ambition and opportunity of himself, and family, but there is nothing in a human heart quite so divine as Justice and Understanding in its handmaiden.

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| 1907          | 135,846.71    |
| 1908          | 142,413.20    |
| 1909          | 153,545.30    |
| 1910          | 607,590.25    |
| 1911          | 755,133.57    |
| 1912          | 1,008,669.37  |
| 1913          | 1,187,604.25  |
| 1914          | 1,287,124.62  |
| 1915          | 1,319,455.66  |
| May 1, 1915   | 1,418,739.22  |

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